



THE LANTERN



The Official Newsletter of the Northeast Region Staff College
Civil Air Patrol
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NERSC 2010

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Welcome

Welcome to the North East Region Staff College

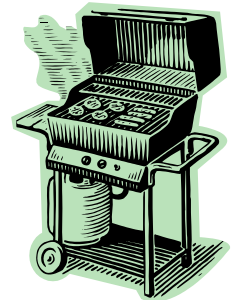
CONGRATULATIONS!!! You have chosen to take a very important step in your CAP career by devoting a week of your valuable time to improve your managerial and leadership skills. You will have an interesting week of lectures; seminar tasks; social activities; and leadership clinics, all designed to further your professional development in CAP; and your personal career.

What will you learn?
The RSC curriculum includes study in a wide array of areas including:

- ☐ Motivation
- ☐ Human Relations
- ☐ Team Dynamics
- ☐ Interpersonal communications
- ☐ Written communications
- ☐ Goal Setting
- ☐ Problem Solving
- ☐ Leadership
- ☐ Management
- ☐ Principals of organization

RSC courses are taught by a variety of highly qualified individuals including: CAP commanders, Air Force instructors, CAP members who teach professionally, and CAP members who are executives in their civilian careers. Each staff member is carefully screened and selected based on their experience.

A barbecue/picnic on Wednesday evening helps ease the stress of the hectic schedule felt by staff and students alike. For those willing to participate After the picnic, prepare to play (or cheer for) a great game of volleyball (staff vs. students). The staff has a remarkable record and we will be hard to beat.



Other activities will be conducted and are being planned for all to enjoy at the Picnic.

SAFETY

Is of Utmost importance

Do not compromise safety for
any reason

Report any problems to
Lt Col Christine St Onge



Dine Out—McGuire Community Center

Everyone must attend the formal military Dining-Out (be sure to bring the proper clothing – see Checklist). This is an excellent time to 'roast' the staff or students in a time-honored formal military manner. Candidates for Mess President and Mr./Ms Vice are chosen from the student body.



Welcome and have a great Week

General Information

1. **HISTORY:** The National Staff College program was established at Maxwell AFB in 1969 in an effort to provide advanced training for members of Civil Air Patrol in the areas of leadership, management and communication skills. The Maxwell Program utilized the USAF Squadron Officers School facilities and instructors from the Air University and NCO Academy at Gunter AFB. During the first five years, the program was expanded to accommodate up to 200 students each summer. Due to the large number of students desiring to attend and increasing airlift problems, the Pacific Region began a second college in the summer of 1972.

In 1975, a Seminar, made up of Region and Wing Commanders, recommended an even greater expansion of the program. The National Executive Committee acted upon the recommendation and two additional National Staff Colleges were established in 1976; the Eastern Staff College and the Central Staff College.

In 1979, the Eastern Staff College became the Middle East Region Staff College and the Northeast Region Staff College. NERSC was held on the campus of Worcester State College in Worcester, MA until it moved to the NCO Academy at McGuire AFB in 1986.

2. **PURPOSE:** Region Staff College helps prepare selected CAP officers to better execute the duties and responsibilities associated with CAP command and staff positions at the Wing level and above; while the National Staff College is executive level training for CAP officers who aspire to high-level leadership positions.

3. **OBJECTIVE:** The course curriculum is designed to increase the students ability to solve problems encountered in daily CAP operations through the techniques of motivation, leadership, management, goal setting, oral and written communications. These skills have been proven to be invaluable in all aspects of a student's life.

4. **DIPLOMA REQUIREMENTS:** The only guarantee a student has for receiving a diploma from NERSC is 'full participation'; 'on-time attendance' in all classes/activities and compliance with the following:

- a) Behavior must be above reproach at all times. It should reflect your pride in CAP, in or out of uniform, on or off the Base,
- b) No sleeping in class. NERSC does not have a curfew, but it is highly recommended that you set one for yourself to get a reasonable amount of sleep at night.

Anything less could result in a student's early discharge from the college (with notification to their Wing Commander that they have not completed this course).

What to Remember

NERSC

Points to remember

Always be on time

Uniform infringements

Customs and Courtesies

Speed Limit

Seat Belts

- **Always be on time.** If you are not 5 minutes early you are late.
- **Uniform infringements.** Police each other. Make sure your uniforms are worn properly
- **Customs and Courtesies.** Respect the Officers of the School and all service members; regardless of branch or service. Respect each other.
- **Speed Limit** is strictly enforced
- **Seat Belts** are mandatory
- **Cell phone usage by the driver is not allowed while driving**
- **Always Enter the auditorium from the Rear Entrance**
- **Always leave the auditorium from the Side Entrance**
- **Keep off the Grass.** Use the Sidewalks
- **Respect the American Flag**
- **Keep your MSA with you at all times**

"The Lamplighter"



The Lamplighter is awarded to the student that has shown the most enthusiasm, Exemplified the sprite of the college and

contributed the most to the college.

"We often wonder how we are perceived and wonder if we are appreciated. The Lamplighter should tell the student how admired they are and that their fellow students recognize their hard work. From the staff's point of view, we will remember the Lamplighter with respect every time we here their name."



Maj McGuire was born in Ridgewood NJ, Grew up in Sebring FL and attended college at Georgia Tech. He left Georgia Tech after 3 years and joined the Army Air Corps in 1941.

The Majors first combat assignment was flying a P39 Air Cobras in the Aleutian Theater of Operations. Later retrained on the P-38 Lightning he was assigned to the 5th Air Force 49th fighter Group and then the command of the 431st Fighter squadron.

The P-38 Lightning he flew was our countries only fighter in operational production from the start to through the end of WWII. So innovative and fast was the P-38 it set a cross country speed record from CA to NY of 7:02 in 1939. P38's sported two 12 cylinder Allison V-

1710-111/113 liquid-cooled turbo super-charged 1,600 hp engines.

Famed Aviator Charles Lindberg flew the P-38 in the Pacific with Maj McGuire. It is said he even shot down an enemy aircraft.

Maj McGuire became one of the 1st ACEs in 2 Days by downing 3 enemy aircraft and two on the next day. He would later make news by downing 7 aircraft in two days. Such was his pursuit of tying Maj Richard Bong's record of 40 that brought Maj McGuire to his demise.

On 7 January 1945 Maj McGuire in his pursuit of an enemy aircraft over Negros, crashed as a result of a low speed stall.

Maj Thomas B. McGuire U.S. Army Air corps was awarded the Medal of Honor, Distinguished Service Cross 3 Silver Star, 6 Distinguished Flying Cross and 3 Purple Hearts.



McGuire AFB

In 1937, the base began as a single dirt-strip runway with a few maintenance and administrative buildings assigned to the Army at Fort Dix, N.J. By 1942, the airfield was supporting World War II efforts. Anti-submarine patrols originated there, and aircraft were crated and flown from the field to European destinations. At one time, parachutists were trained and a secret mission for the development of guided missiles and ground control approach equipment was carried out.

In 1945, it was the western terminus for the return of the wounded from Europe and for the separatees, who were then flown to separation centers throughout the United States. In 1949, title and function of the base changed as it officially became McGuire AFB. The 91st Reconnaissance Wing, Strategic Air Command arrived with RB-29 and B-50 bombers. Later, Air Defense command and the 52nd Fighter Interceptor Wing took over with F-94 and F-86 jet fighters.



In 1954, the 1611th Air Transport Wing and its C-118 transports arrived, under the command of Military Air Transport Service. In 1962, C-135 jet transports were assigned, and C-130s by 1968. During the Vietnam War, McGuire transported troops and supplies to south Vietnam and, in 1973, airlifted prisoners of war from North Vietnam.

During the 1980s, Team McGuire participated in the Beirut Marine barracks bombing airlift, Grenada rescue effort and the invasion of Panama to oust dictator Manuel Noreiga. Beginning in August 1990, McGuire units supported Operation Desert Shield, the defense of Saudi Arabia. Aircrews and deployed support members began supporting Operation Desert Storm in January 1991. Combat ceased in February, followed by the massive withdrawal of troops and equipment beginning in March. In May 1991, McGuire aircrews began delivering food and supplies to Turkey under Operation Provide Comfort, supplying Iraqi refugees in southern Turkey and northern Iraq.



On June 1, 1992, McGuire became a major part of the newly activated Air Mobility Command, made up of the former Military Airlift Command and Strategic Airlift Command tanker units. From December 1992 to May 1993, McGuire supported Operation Restore Hope, setting up operations and controlling the flow of aircraft in the peace keeping humanitarian effort in famine-stricken Somalia. In addition, aircrews back at McGuire began airlifting the bulk of the 28,000 military troops and equipment to Somalia.



For the next several months, McGuire people played a critical role in resupply operations, troop movements and eventual redeployment of troops in May 1993. In July 1993, the base was selected to become the East Coast Mobility Center. In conjunction with this announcement, the base received McDonnell Douglas KC-10 Extender tanker/cargo aircraft and close to 1,000 additional people. In December 1993, AMC officials selected McGuire as the site for the new Air Mobility Warfare Center, which opened in June 1994. In September 1994, the 438th AW inactivated, and the 305th Air Mobility Wing was formed. Today, the 305th AMW, along with the 514th AMW (AFRES), the 108th Air Refueling Wing (NJANG), and other tenant units combine to form Team McGuire, an installation with "One Team, One Theme...Mobility."

Fort DIX

Fort Dix is named for [Major General John Adams Dix](#), a veteran of the [War of 1812](#) and the [Civil War](#). Construction began in June 1917. Camp Dix, as it was known at the time, was a training and staging ground for units during [World War I](#). The camp became a demobilization center after the war. Between the World Wars, Camp Dix was a reception, training and discharge center for the [Civilian Conservation Corps](#). Camp Dix became Fort Dix on [March 8, 1939](#), and the installation became a permanent Army post. During and after [World War II](#) the fort served the same purpose as in the first World War. It served as a training and staging ground during the war and a demobilization center after the war.

On [July 15, 1947](#), Fort Dix became a [Basic Training](#) Center and the home of the [9th Infantry Division](#). In 1954, the 9th moved out and the 69th Infantry Division made the fort home until it was deactivated on [March 16, 1956](#). During the [Vietnam War](#) rapid expansion took place. A mock [Vietnam](#) village was constructed and soldiers received Vietnam-specific training before being deployed. Since Vietnam, Fort Dix has sent soldiers to Operation [Desert Shield](#), [Desert Storm](#), [Bosnia](#), [Afghanistan](#), and [Iraq](#).

Fort Dix was an early casualty of the first [Base Realignment and Closure](#) process in the early 1990s, losing the basic-training mission that had introduced new recruits to military life since 1917. But Fort Dix advocates attracted Army Reserve interest in keeping the 31,000 acre (130 km²) post as a training reservation. With the reserves, and millions for improvements, Fort Dix actually has grown again to employ 3,000. As many as 15,000 troops train there on weekends, and the post has been a major mobilization point for reserve and National Guard troops since the [September 11, 2001 attacks](#) on [New York City](#) and [Washington, D.C.](#)

Fort Dix has completed its realignment from an individual training center to a [FORSCOM](#) Power Projection Platform for the Northeastern United States under the command and control of the [United States Army Reserve](#) Command. Primary missions include being a center of excellence for training, mobilizing and deploying Army Reserve and National Guard units, providing regional base operations support to on-post and off-post active and reserve component units of all services, and providing a high-quality community environment, including 848 housing units, for service members and their families. Fort Dix supported more than 1.1 million mandays of training in 1998. A daily average of more than 13,500 persons live or work within the garrison and its tenant organizations. Fort Dix sub-installations include the Charles E. Kelly Support Facility in [Oakdale, Pennsylvania](#) and the [Devens Reserve Forces Training Area](#) in [Ayer, Massachusetts](#).

In 2005, the [United States Department of Defense](#) announced that Fort Dix would be affected by a [Base Realignment and Closure](#). It will be merged with two neighboring military bases, [McGuire Air Force Base](#) and [Naval Air Engineering Station Lakehurst](#), establishing Joint Base McGuire-Dix-Lakehurst, N.J. This will be the first base of its kind in the United States.

Fort Dix is also home to Fort Dix [Federal Correctional Institution](#), the largest single federal prison in America. It is a low security installation for male inmates located within the military installation. [As of April 5, 2006](#), it houses 4,226 inmates, and a minimum security satellite camp houses an additional 426 male prisoners.

Naval Air Warfare Center, Lakehurst

Navy Lakehurst, as it is collectively known, occupies 7,412 acres in the million-acre Pinelands National Reserve in central New Jersey. Here, the Naval Air Engineering Station provides the facilities and services to support the people and programs of Navy Lakehurst as well as other activities, units, and tenants on the base. The Station is also home to the Naval Air Warfare Center (NAWC), Lakehurst. As the largest occupant of the base, NAWC, Lakehurst operates as the Aircraft Platform Interface Group for technical mission support. This specialized niche of Naval Aviation pertains to the equipment, services, and processes needed to assure that fixed and rotary wing aircraft can operate from aircraft carriers, other air capable ships, and Marine Corps expeditionary sites. Navy Lakehurst is responsible for the catapults that launch the aircraft; the landing aids that guide them back to the ship; the arresting gear that recovers them on the deck; and all of the support equipment to move, service, and maintain aircraft.

Lakehurst began as a remote ammunition proving ground for the Russian Imperial Government in 1915. Acquired two years later by the U.S. Army, Lakehurst continued in this function until 1921 when it was commissioned as an air station for the U.S. Navy.

The Naval Air Engineering Station Lakehurst dates back to 1917 when the command came into existence as the Naval Aircraft Factory. The Navy Department, because aircraft manufacturers were too busy building airplanes for the Army, decided to build and operate the only aircraft factory ever to be completely owned and operated by the U.S. Government. Secretary of the Navy, Josephus Daniels, authorized the establishment of the Naval Aircraft Factory at Philadelphia, PA on July 27, 1917: ground was broken on August 10, 1917, and less than eight months later the first airplane, an H-16 Flying Boat, flew off to war. By the end of World War I, aircraft were coming off the line at the rate of two airplanes per day. The total production at that time was 150 twin-engine H-16 Flying Boats and 33F5L Patrol Planes.

Between 1921 and 1961, Lakehurst operated as a Lighter Than Air Center for rigid airships, and became the Nation's first trans-Atlantic international airport. At one time or another, all of the Navy's rigid airships were housed in Hangar One, as well as Germany's two most famous ones ' the Hindenburg and the Graf Zeppelin. Today, Hangar One is a registered historical landmark, and the home of the Carrier Aircraft Launch and Support Systems Equipment Simulator, a one-quarter scale model carrier deck used for training Navy personnel. Nearby is the Hindenburg Memorial which marks the site of the 1937 crash. With the demise of dirigibles, Lakehurst turned its focus to aircraft carriers, helicopters, and airplanes. These innovations enabled air power to be interwoven with sea power, eventually leading the base to its current mission.

Experimental research and development of new types of airplanes was the thrust after the war. Nearly 1000 of the famed N3N "Yellow Peril" airplanes were built before and during World War II. A total of 1,407 airplanes of six types, including large flying boats (PBN), were produced during World War II, as were 1,300 aircraft engines.

In 1953 the organization was changed and the activity renamed Naval Air Material Center. In 1962 the center became, more appropriately with its mission of research and development, the Naval Air Engineering Center (in Philadelphia). In 1967 the Naval Air Engineering Center was completely reorganized. Aeronautical structures and aeronautical crew equipment labs went to the Naval Air Development Center

(NADC), Warminster, PA. Aeronautical engine labs were sent to the Naval Air Propulsion Test Center (NAPTC) Trenton. In April 1973 the decision was made to transfer NAEC to Naval Air Station Lakehurst. Two Lakehurst-based commands, the Naval Air Station Lakehurst (NASL) and Naval Air Test Facility (NATF) were disestablished and consolidated with NAEC on March 10, 1977, and NAEC became the host command. NAEC existed until January 1, 1992, when it was disestablished and became the Naval Air Engineering Station, Lakehurst, NJ.

Lakehurst features many unique facilities such as a 12,000-foot dedicated test runway, a catapult launch test site with deadload launch capability, a runway arrested landing site, an elevated fixed platform, a jet blast deflector area, a jet car track site, and a manufacturing complex.

Navy Lakehurst is the critical link between air Navy and sea Navy. In addition to supporting this vital mission, Lakehurst provides outstanding community outreach programs; partners with local businesses and academia; and pioneers environmental and energy conservation efforts. The base has received numerous awards including the Quality Improvement Prototype Award (equivalent to the Malcolm Baldrige Award); the Environmental Showcase Installation Award; the Silver Gull Award; the Gold Nugget Award; and the Aviation Week Quality Center Award.

McGuire-Dix-Lakehurst

Joint Base McGuire-Dix-Lakehurst is a tri-service military installation that began on October 1, 2009, combining McGuire Air Force Base, Fort Dix, and Naval Air Engineering Station Lakehurst.

Special conditions

- Navy Lakehurst occupies 7430 acres (30.1 km²), U.S. government owned, in the 1 million acre (4000 km²) Pinelands National Reserve in central New Jersey. The base is 45 miles (72 km) east of Philadelphia, Pennsylvania, 50 miles (80 km) south of New York City, 60 miles (100 km) north of Atlantic City and 10 miles (16 km) west of the Atlantic ocean. It abuts Fort Dix to the west, forming a 42,000 acre (170 km²) complex to make-up Joint Base McGuire-Dix-Lakehurst. The Colliers Mills Wildlife Management Area is to the north and the Manchester Wildlife Management Area to the south.
- The perimeter land areas to the north and south are in the Pinelands Preservation and Forest areas. Virtually all land uses except agricultural, limited recreation, and forestry programs are prohibited in the preservation area. On the eastern boundary, light commercial, industrial, and residential uses are allowed.
- Local development is severely constrained. For military installations within the Pinelands, proposed development must be consistent with the Plan to the extent that development is compatible with the installation's mission, safety, or other national defense requirements.

Cooperation

In February 2004, installation commanders from the three installations formed a partnership to generate joint solutions for common problems between the three contiguous bases and their tenant commands. The three installation commanders are already reducing operating costs by consolidating firearms training, radar information for air operations, and contracts for pest control, linen service, and hazardous waste disposal. This is a unique relationship. While each base serves its respective service directly, each base also takes advantage of the other bases' capabilities as part of a Joint Installation Partnership. For example:

- The New Jersey Army National Guard's 254th Regiment operates M1A1 tanks out of Navy Lakehurst. As part of their training, they transit via Navy Lakehurst to the live-fire and maneuver ranges at Fort Dix.
- The Air Force plans to station a squadron of C-17 airlift aircraft at McGuire AFB. The C-17 often is required to take off and land from poorly prepared airfields, often in hostile territory. The airfield conditions at McGuire were not suitable for training for this type of operation. Navy Lakehurst has agreed to let the Air Force construct a practice assault landing strip at their airfield. The C-17s stationed at McGuire will train at Lakehurst and not interfere with normal aircraft operations at McGuire.
- The 421st Ground Combat Readiness Squadron is headquartered at McGuire and trains at Lakehurst.
- Mission Partners on Lakehurst and McGuire use the live-fire training ranges on Dix eliminating the need for individual ranges.

Results

At the 15 June House Appropriations Military Construction Subcommittee hearing on the Navy's fiscal year 2005 request, the Chief of Naval Operations (CNO), ADM Vern Clark, praised the New Jersey Joint Cooperation on Installation Management at McGuire, Dix, and Lakehurst.

2005 BRAC

As a result of the 2005 Base Realignment and Closure proposal, the three installations were combined into **Joint Base McGuire-Dix-Lakehurst (JB MDL)**.

The sky was the limit--literally! After the successful flight of Orville and Wilbur Wright in 1903, Americans of all races were stung by the love bug of flight. In the late 1920's and 1930's African Americans in great numbers began their love affair with flight. They learned the basics of flight on either American soil or abroad, and created their own flight schools and clubs.

This love affair was kindled in the late 1930's, when the United States Government created Civilian Pilot Training Programs throughout the country to provide a surplus of pilots in case of a national emergency. African Americans were included in these programs, although trained at segregated facilities.

Their love of flight became fully ablaze amid World War II as political pressure challenged the government to expand the role of African Americans in the military. The Army Air Corps was the first agency to accept the challenge. Tuskegee Institute, a small black college in Alabama, was selected to host the "military experiment" to train African American pilots and support staff--thus the Tuskegee Airmen were born.

The outstanding performance of the over 15,000 men and women who shared the "Tuskegee Experience" from 1942-1946, is immortalized at the Tuskegee Airmen National Historic Site.

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We were fighting two battles. I flew for my parents, for my race, for our battle for first-class citizenship and for my country. We were fighting for the millions of black Americans back home. We were there to break down barriers, open a few doors, and do a job."

**Joseph Philip
Gomer**

During World War II, black fighter pilots fought the Germans abroad and racism in the ranks...may we never forget...and may future generations understand the way it was...

Flag Folding

As an Army and Navy custom, the flag is lowered daily at the last note of retreat. Special care should be taken that no part of the flag touches the ground. The Flag is then carefully folded into the shape of a tri-cornered hat, emblematic of the hats worn by colonial soldiers during the war for Independence. In the folding, the red and white stripes are finally wrapped into the blue, as the light of day vanishes into the darkness of night.

This custom of special folding is reserved for the United States Flag alone.

How to fold the Flag

Step 1



To properly fold the Flag, begin by holding it waist-high with another person so that its surface is parallel to the ground.

Step 2



Fold the lower half of the stripe section lengthwise **over** the field of stars, holding the bottom and top edges securely.

Step 3



Fold the flag **again** lengthwise with the blue field on the **outside**.

Step 4



Make a triangular fold by bringing the striped corner of the folded edge to meet the open (top) edge of the flag.

Step 5



Turn the outer (end) point inward, parallel to the open edge, to form a second triangle.



Step 6



The triangular folding is continued until the entire length of the flag is folded in this manner.



Step 7



When the flag is completely folded, only a triangular blue field of stars should be visible.

Flag Folding Ceremony

The flag folding ceremony described by the Uniformed Services is a dramatic and uplifting way to honor the flag on special days, like Memorial Day or Veterans Day, and is sometimes used at retirement ceremonies.

Here is a typical sequence of the reading:

(Begin reading as Honor Guard or Flag Detail is coming forward).

The flag folding ceremony represents the same religious principles on which our country was originally founded. The portion of the flag denoting honor is the canton of blue containing the stars representing the states our veterans served in uniform. The canton field of blue dresses from left to right and is inverted when draped as a pall on a casket of a veteran who has served our country in uniform.

In the Armed Forces of the United States, at the ceremony of retreat the flag is lowered, folded in a triangle fold and kept under watch throughout the night as a tribute to our nation's honored dead. The next morning it is brought out and, at the ceremony of reveille, run aloft as a symbol of our belief in the resurrection of the body.

(Wait for the Honor Guard or Flag Detail to unravel and fold the flag into a quarter fold--resume reading when Honor Guard is standing ready.)

The first fold of our flag is a symbol of life.

The second fold is a symbol of our belief in the eternal life.

The third fold is made in honor and remembrance of the veteran departing our ranks who gave a portion of life for the defense of our country to attain a peace throughout the world.

The fourth fold represents our weaker nature, for as American citizens trusting in God, it is to Him we turn in times of peace as well as in times of war for His divine guidance.

The fifth fold is a tribute to our country, for in the words of Stephen Decatur, "Our country, in dealing with other countries, may she always be right; but it is still our country, right or wrong."

The sixth fold is for where our hearts lie. It is with our heart that we pledge allegiance to the flag of the United States of America, and to the republic for which it stands, one nation, under God, indivisible, with liberty and justice for all.

The seventh fold is a tribute to our Armed Forces, for it is through the Armed Forces that we protect our country and our flag against all her enemies, whether they be found within or without the boundaries of our republic.

The eighth fold is a tribute to the one who entered in to the valley of the shadow of death, that we might see the light of day, and to honor mother, for whom it flies on mother's day.

The ninth fold is a tribute to womanhood; for it has been through their faith, love, loyalty and devotion that the character of the men and women who have made this country great have been molded.

The tenth fold is a tribute to father, for he, too, has given his sons and daughters for the defense of our country since they were first born.

The eleventh fold, in the eyes of a Hebrew citizen, represents the lower portion of the seal of King David and King Solomon, and glorifies, in their eyes, the God of Abraham, Isaac, and Jacob.

The twelfth fold, in the eyes of a Christian citizen, represents an emblem of eternity and glorifies, in their eyes, God the Father, the Son, and Holy Ghost.

When the flag is completely folded, the stars are uppermost, reminding us of our national motto, "In God we Trust."

(Wait for the Honor Guard or Flag Detail to inspect the flag--after the inspection, resume reading.)

After the flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the soldiers who served under General George Washington and the sailors and marines who served under Captain John Paul Jones who were followed by their comrades and shipmates in the Armed Forces of the United States, preserving for us the rights, privileges, and freedoms we enjoy today.

| The Flag Folding Ceremony above is from the US Air Force Academy |





THE LANTERN



2010 NORTHEAST REGION STAFF COLLEGE - DAILY SCHEDULE

| | SATURDAY July 10 | SUNDAY July 11 | MONDAY July 12 | TUESDAY July 13 | WEDNESDAY July 14 | THURSDAY July 15 | FRIDAY July 16 | SATURDAY July 17 | |
|------|--|---|--|---|---|---|--|---|------|
| 0600 | BREAKFAST | BREAKFAST | BREAKFAST | BREAKFAST | BREAKFAST WARRIOR DAY | BREAKFAST | BREAKFAST | BREAKFAST | 0600 |
| 0745 | | | Home Room | Home Room | Home Room | Home Room | Home Room | | 0745 |
| 0800 | | | Formation | Formation | Formation | Formation | Formation | LODGING CHECK OUT | 0800 |
| 0830 | | | General Assembly | General Assembly | General Assembly | General Assembly | General Assembly | | 0830 |
| 0900 | STAFF MEETING ALS Facility | STAFF: Report to ALS Facility | LECTURE Human Relations | LECTURE CAP Written Communication | LECTURE Activity Planning | SEMINAR Student 10-Minute Speeches (Seminar Rooms) | LECTURE Keystone Project Briefings (Lecture Hall) | SEMINAR Seminar Room Cleanup & Final Evaluations | 0900 |
| 0930 | | | | | | | | | 0930 |
| 1000 | | STUDENTS: Report to ALS Facility | SEMINAR Human Relations | LECTURE Team Development | Break | | | GRADUATION | 1000 |
| 1030 | | OPENING CEREMONY | | | | | | | 1030 |
| 1100 | | LECTURE Formation & Inspection Customs/Courtesies | LECTURE Managerial Communications | LECTURE Time Management | LECTURE Leadership & Followership | LECTURE Embracing Diversity | LECTURE Using E-Services Management Tools | Students Depart McGuire AFB | 1100 |
| 1130 | | | | | | | | STAFF MEETING ALS Facility | 1130 |
| 1200 | LUNCH | LUNCH | LUNCH | LUNCH | LUNCH | LUNCH | LUNCH | | 1200 |
| 1300 | | | | | | | | ENJOY THE REST OF SUMMER !!! | 1300 |
| 1330 | Students begin arriving at McGuire. | LECTURE Safety & ORM | SEMINAR Managerial Communications | LECTURE Goal Setting | LECTURE Leading Volunteers | | LECTURE Introduction to AFIDL | | 1330 |
| 1400 | | | | | | | | | 1400 |
| 1430 | | LECTURE Group Dynamics | LECTURE Public Speaking for Managers | SEMINAR Goal Setting | | LECTURE Functions of Management | LECTURE Graduation Instruction & Practice | | 1430 |
| 1500 | | | | | SEMINAR Leadership | | | | 1500 |
| 1530 | | LECTURE Group Dynamics | SEMINAR Effective Communication | LECTURE Problem Solving & Critical Thinking | | LECTURE Dining Out Instructions | LECTURE ES Topic | | 1530 |
| 1600 | | | | | STUDENTS: Dismissed to prepare for Picnic | | | | 1600 |
| 1630 | STAFF DINING OUT | RETREAT (Practice) | LECTURE Officership Clinic | SEMINAR Problem Solving | | SEMINAR Keystone Project Preparations & Student Photos | LECTURE PRINCIPLES OF ORGANIZATION | | 1630 |
| 1700 | | FLAG LOWERING | FLAG LOWERING | | SOCIAL ACTIVITY Picnic | | | | 1700 |
| 1730 | | DINNER | DINNER | DINNER | Dix Recreation Center | SOCIAL ACTIVITY | DINNER | | 1730 |
| 1800 | STUDENT REGISTRATION ALS Facility ICE BREAKER | DONE FOR THE DAY | DONE FOR THE DAY | DONE FOR THE DAY | | DINING OUT McGuire Community Center | DONE FOR THE DAY | | 1800 |